BookletChart™

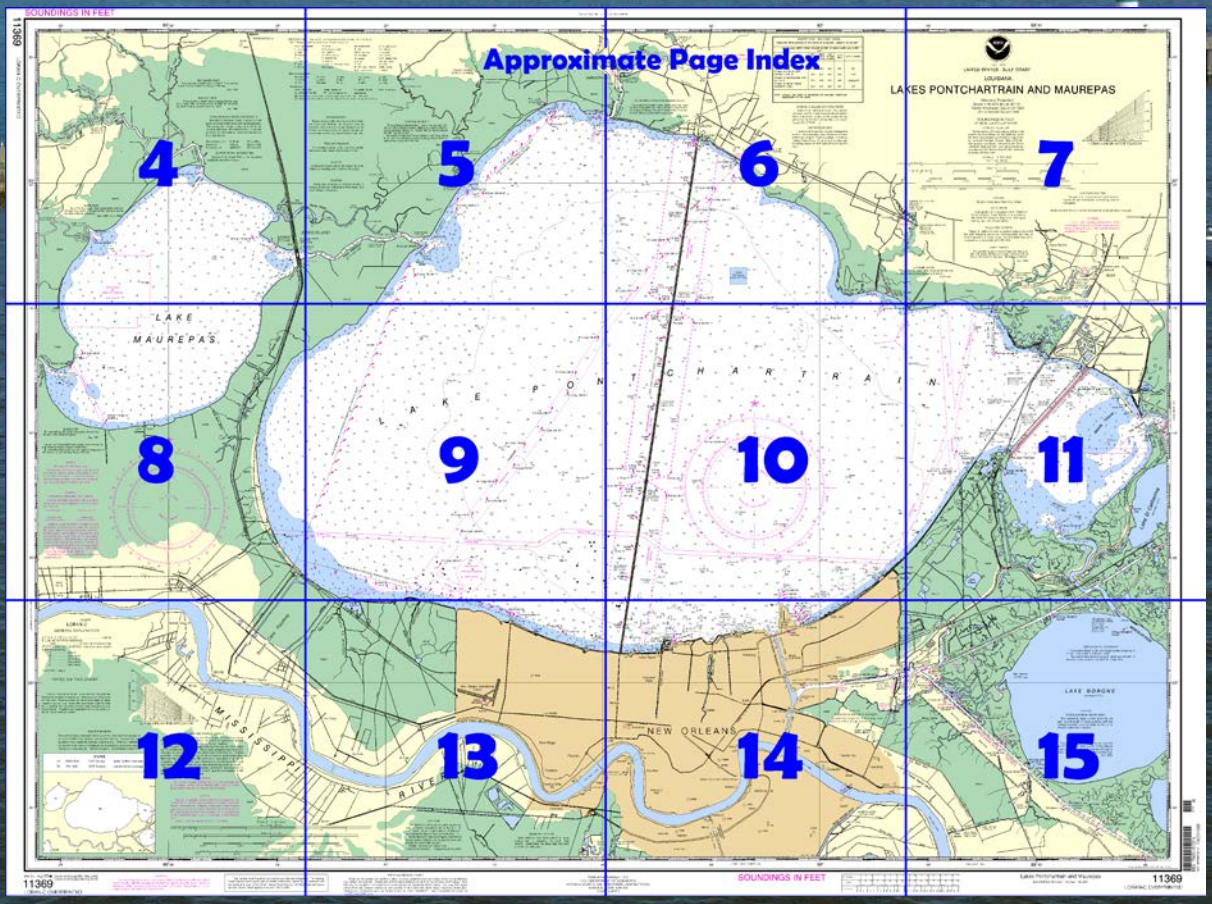
Lakes Pontchartrain and Maurepas

NOAA Chart 11369

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

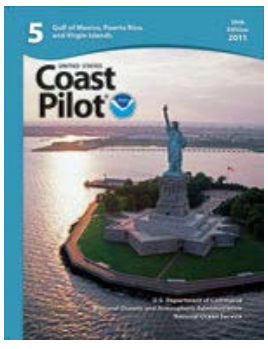
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11369.



(Selected Excerpts from Coast Pilot)

Bayou Bienvenue empties into the W side of Lake Borgne about 5 miles SW of Chef Menteur Pass. The bayou connects Lake Borgne with the Mississippi River-Gulf Outlet Canal, and thence leads W for about 6.3 miles. In 1996, the controlling depths were 5½ feet across the lake bar, thence 4½ feet to the Mississippi River-Gulf Outlet Canal and to State Route 47 highway bridge about 2 miles W. The bridge has a 17-foot fixed channel span with a clearance of 3 feet. An overhead power cable with an unknown height is immediately W of the bridge. Another overhead power cable with a clearance of 60 feet crosses the bayou about 1 mile W of the Mississippi River-Gulf Outlet Canal. In 2009, Bayou Bienvenue was reported to be completely closed to mariners due to construction of a vertical lift gate approximately 0.25 mile E of the Mississippi River-Gulf Outlet. The lift gate has a design clearance of 35 feet and is scheduled to be completed in May 2012.

Bayou Dupre empties into the SW end of Lake Borgne at **Martello Castle**, about 3.5 miles SSE of Bayou Bienvenue. A dredged channel leads from Lake Borgne into and through Bayou Dupre and **Violet Canal** to **Violet**. In 1995, the controlling depth was 6 feet over the bar in Lake Borgne and thence 5 feet through Bayou Dupre to the head of the canal at Violet. Bayou Dupree was reported to be closed to all marine traffic until summer 2012. In 2002, unmarked pile clusters were reported in the vicinity of Bayou Dupre Light 1. An overhead power cable with a clearance of 60 feet crosses the canal about 1.2 miles E of Violet. Twin fixed highway bridges with a clearance of 35 feet are about 0.4 mile E of Violet. Petroleum products and fish are the principal commerce on the bayou. Shrimp fishermen report that the canal is difficult to navigate during winter low water. A light and daybeacons mark the entrance to the bayou. A small marina at Violet provides gasoline, berths, water, electricity, ice, and a hoist that can handle small craft to 3 tons.

Bayou Yscloskey empties into the southernmost part of Lake Borgne. A dredged channel leads from Lake Borgne to the mouth of Bayou Ysclosky. In 2007, the controlling depth was 5 feet. The channel is marked by a light and daybeacons. From the mouth of the bayou, the channel is privately maintained for 2 miles to Bayou la Loutre at the settlement of **Yscloskey**. In 2006, the controlling depth was 5 feet to Yscloskey. Overhead power cables crossing Bayou Yscloskey have a minimum clearance of 30 feet. Gasoline, diesel fuel, water, ice, and limited marine supplies are available on the bayou. From Yscloskey, **Bayou la Loutre** flows SE for 25 miles to Eloi Bay (chart 11363). The dredged channel in the bayou is privately maintained from Yscloskey to Hopedale, a small settlement 3 miles SE. In 1997, the controlling depth was 6 feet. The bridge over Bayou la Loutre at Yscloskey has a vertical lift span with a width of 45 feet and clearance of 2 feet down and 53 feet up. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.) An overhead power cable crossing at Hopedale has a clearance of 68 feet. **Hopedale** has several wharves at which gasoline, diesel fuel, water, ice, and marine supplies are available. A small boatyard at Hopedale has a mobile hoist that can haul out craft to 45 tons. Repairs are normally made by the boat owners.

From Hopedale, Bayou la Loutre Channel is a Federal project. In 1997, the controlling depths were 5 feet to Bayou St. Malo, thence 5 feet through **Bayou Eloi** and the bar channel to deep water in **Lake Eloi**.

Three causeways cross the E end of Lake Pontchartrain. U.S. Interstate Route 10 highway causeway, about 3.5 miles W of The Rigolets and crossing between **Pointe aux Herbes** and **Howze Beach**, has a bridge with a fixed span over the navigation channel about 1.2 miles from its NE end with a clearance of 65 feet. In 2006, a replacement fixed highway bridge with a design clearance of 73 feet was under construction close E of the existing bridge. U.S. Route 11 highway causeway, W of U.S. Interstate Route 10 highway causeway and crossing from Pointe aux Herbes to **North Shore**, has two bascule bridges; one, about 1 mile SW of North Shore, has a clearance of 13 feet; the other, about 0.4 mile NE of Pointe aux Herbes, has a clearance of 12 feet. The N span is equipped with a radiotelephone.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Table of Selected Chart Notes

HEIGHTS
Heights in feet above Mean High Water.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

LIBERTY BAYOU
The controlling depth was 3½ feet from the junction with Bayou Bonfouca to Camp Salmen (Mile 5); thence 4 feet to the Highway 190 Bridge at Mile 6.
Aug. 1994

LACOMBE BAYOU
The controlling depth after crossing the bar was 7½ feet to the highway bridge at Mile 6.8.
Aug. 1994

AMITE RIVER
The controlling depth after crossing the bar was 6½ feet for a width of 60 feet to Port Vincent; thence 4½ feet to Bayou Manchac.
Sep. 1993 - Aug. 1994

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NATALBANY RIVER
The controlling depth was 7½ feet to Ponchatoula Creek; thence 2 feet to Highway 22 Bridge.
Jan. 1996

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.718" northward and 0.259" westward to agree with this chart.

MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

NOTE D
PARIS ROAD BRIDGE CLEARANCE
Consult U.S. Coast Pilot 5 for further information on vertical bridge clearance.

TICKFAW RIVER
The controlling depth after crossing the bar was 12½ feet to Mile 10; thence 6 feet to Mile 16. Blocked by fallen trees upstream from this point.
Jan. 1996

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

TIDAL INFORMATION
In the areas covered by this chart the periodic tide has a mean range of less than 0.3 feet.

Mercator Projection
Scale 1:80,000 at Lat 30°10'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAUTION
Gas and Oil Well Structures
Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.

PROHIBITED AREA
Regulations are published in chapter 7, U.S. Coast Pilot 5.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Numerous Overhead Power Cables have a authorized vertical clearance of 66 feet.
The twin fixed bridges have a horizontal clearance of 60 feet and a vertical clearance of 25 feet.

BAYOU BONFOUCA
The controlling depth after the bar was 6 feet to the head of the project at Mile 7 in Sidell.
Aug. 1994

TCHEFUNCTA RIVER AND BOGUE FALAYA
The controlling depths after crossing the bar were 10 feet to Madisonville, Mile 2; thence 4 feet to Mile 12 in Bogue Falaya; thence 3 feet to Mile 13 above Abita River; thence underwater snags exist.
Aug. 1994

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOTE B
VIOLET CANAL
The controlling depth was 7½ feet over the bar in Lake Borgne; thence 5 feet through Bayou Dupre and the canal to the highway bridge at Violet; thence 5 feet to old St. Bernard highway
Oct. 1995

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted construction areas. Mariners are advised to proceed with caution.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New Orleans, LA	KHB-43	162.55 MHz
Buras, LA	WXL-41	162.475 MHz
Bogalusa, LA	WNG-521	162.525 MHz

BLIND RIVER
The controlling depth after crossing the bar was 10 feet to the Airline Highway.
Aug. 1994

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

TANGIPAHOA RIVER
The controlling depth after crossing the bar was 12½ feet to Mile 3 (Bedico Creek); thence 5½ feet to Mile 8.5 (Lees Landing); thence 3½ feet to Mile 12; thence blocked with logs and trees.
Numerous Overhead Power Cables cross Tangipahoa River from the entrance to Lees Landing with a minimum authorized clearance of 60 feet.
Mar. 1997

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.
Refer to charted regulation section numbers.

INTRACOASTAL WATERWAY
The project depth of the Gulf Intracoastal Waterway is 12 feet. Use charts 11355 and 11367.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

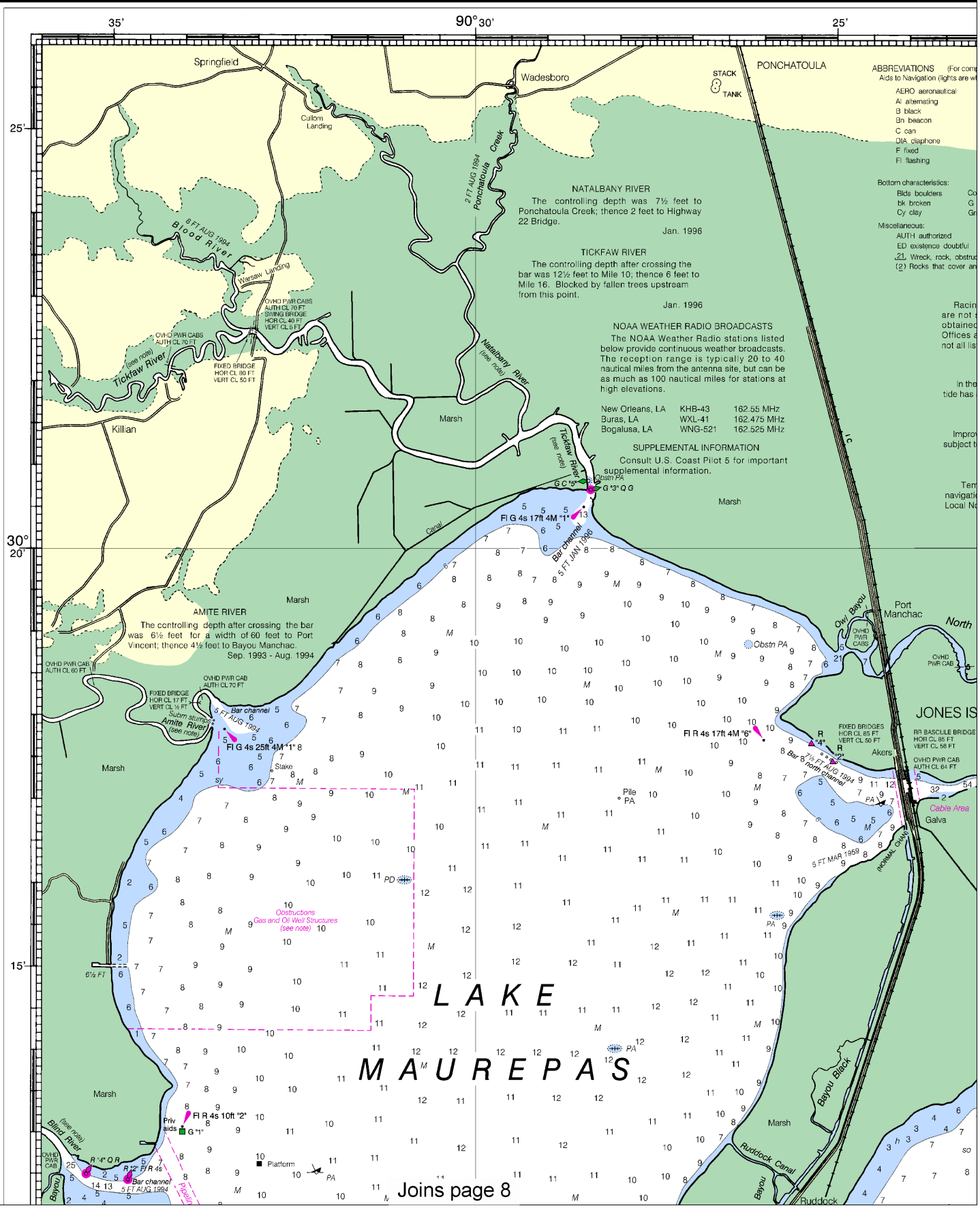
Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

SOUNDINGS IN FEET



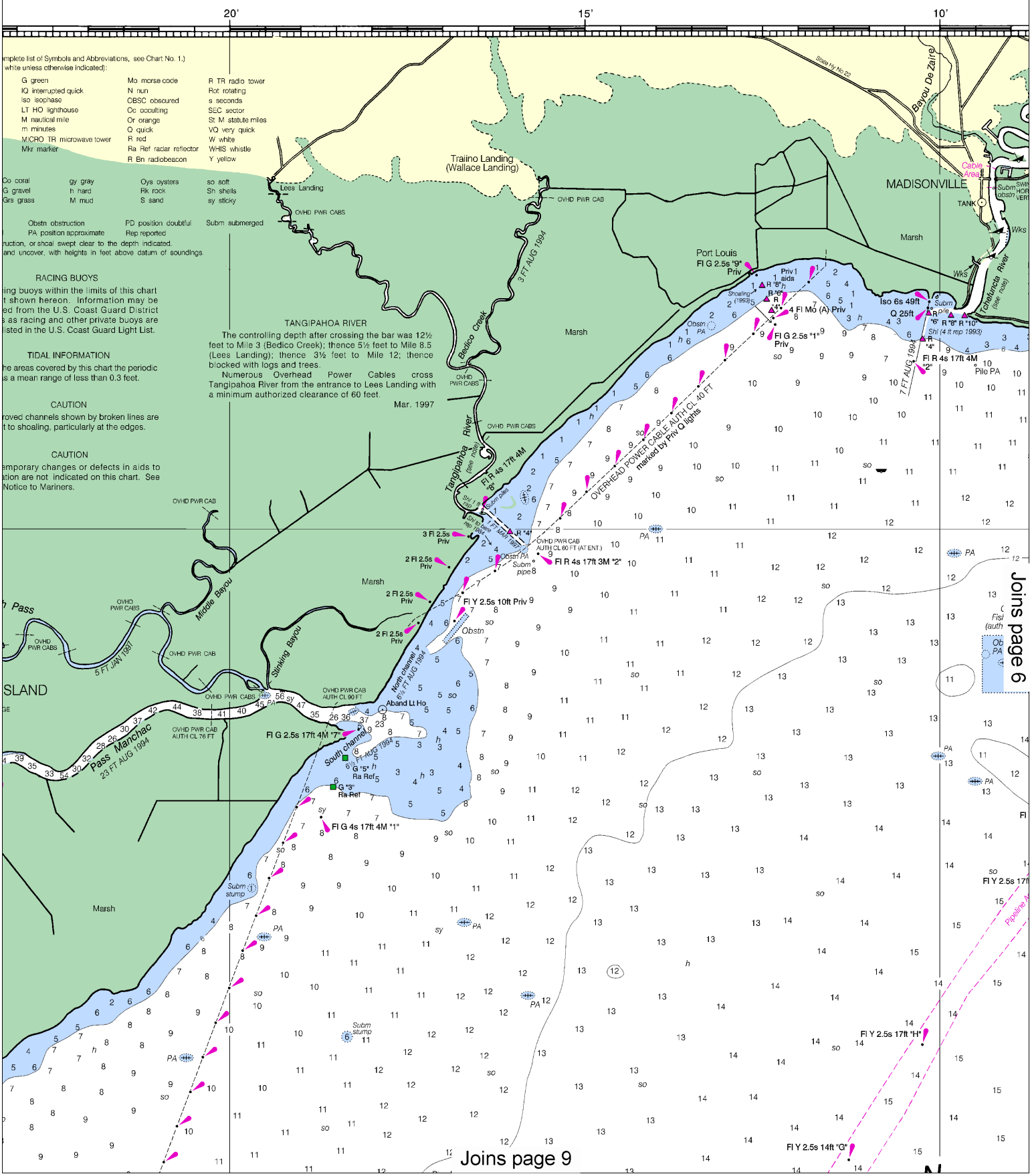
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

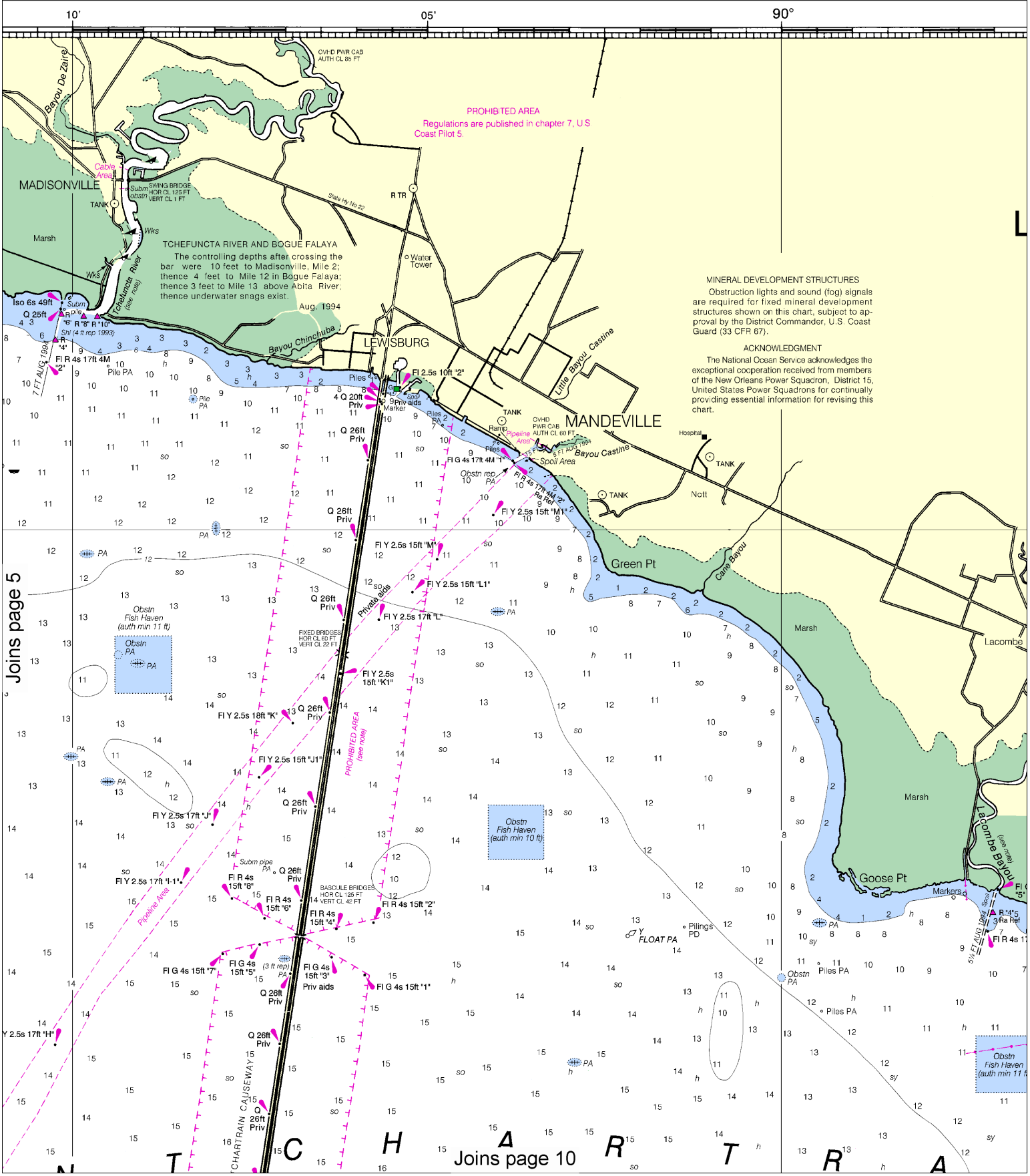
Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

See Note on page 5.



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:114286. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



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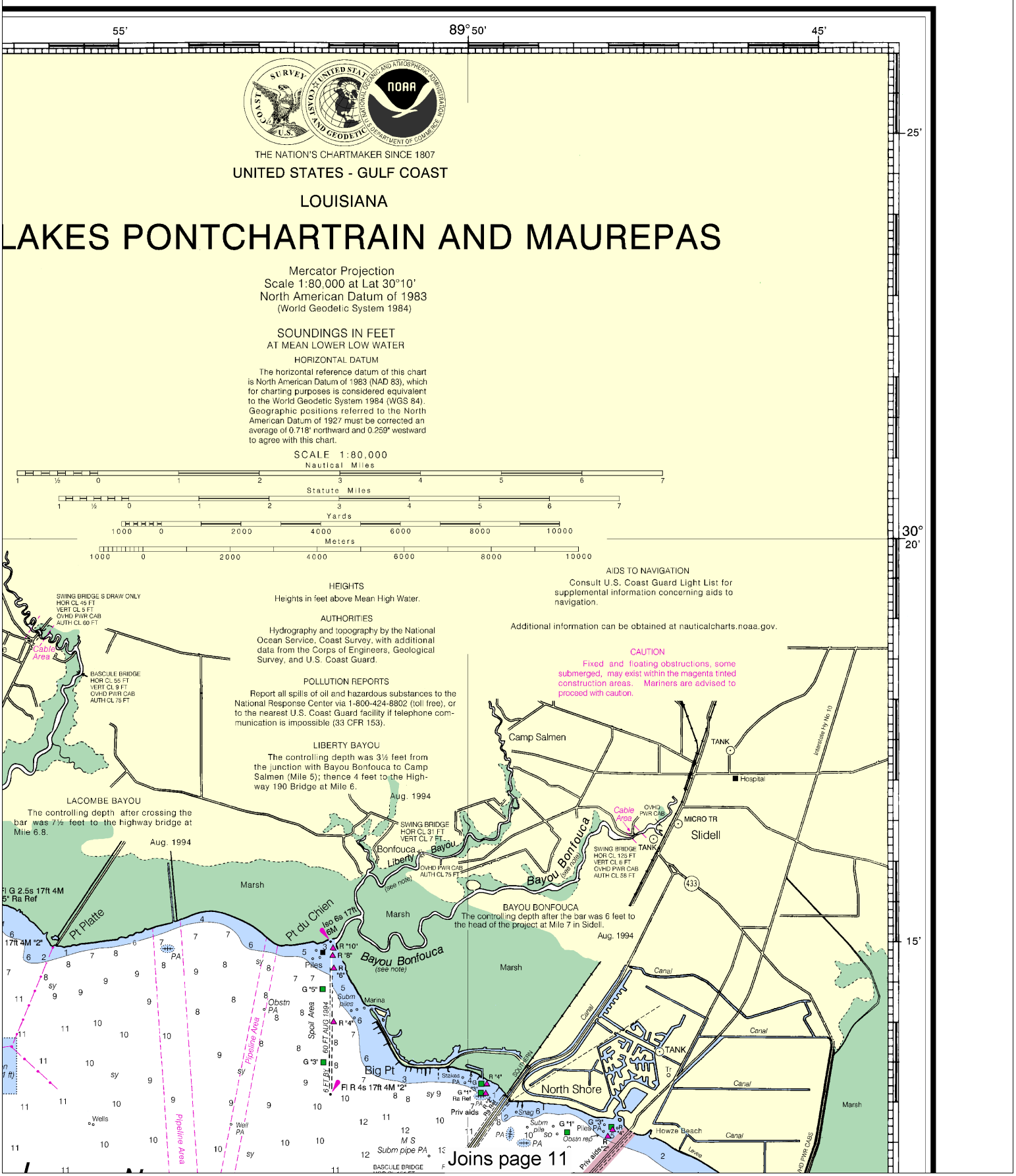
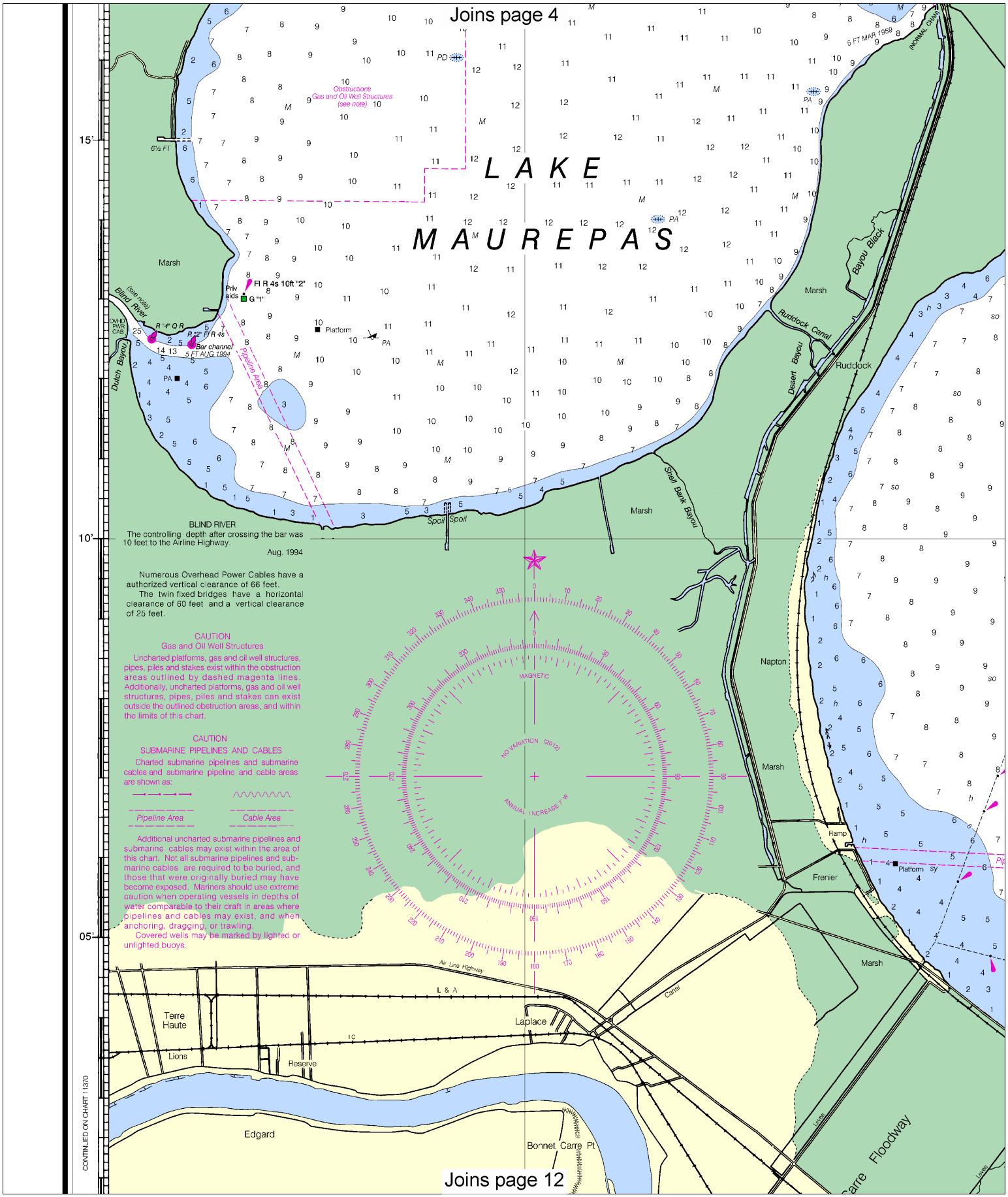
See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4712 11/20/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: n/a.



8

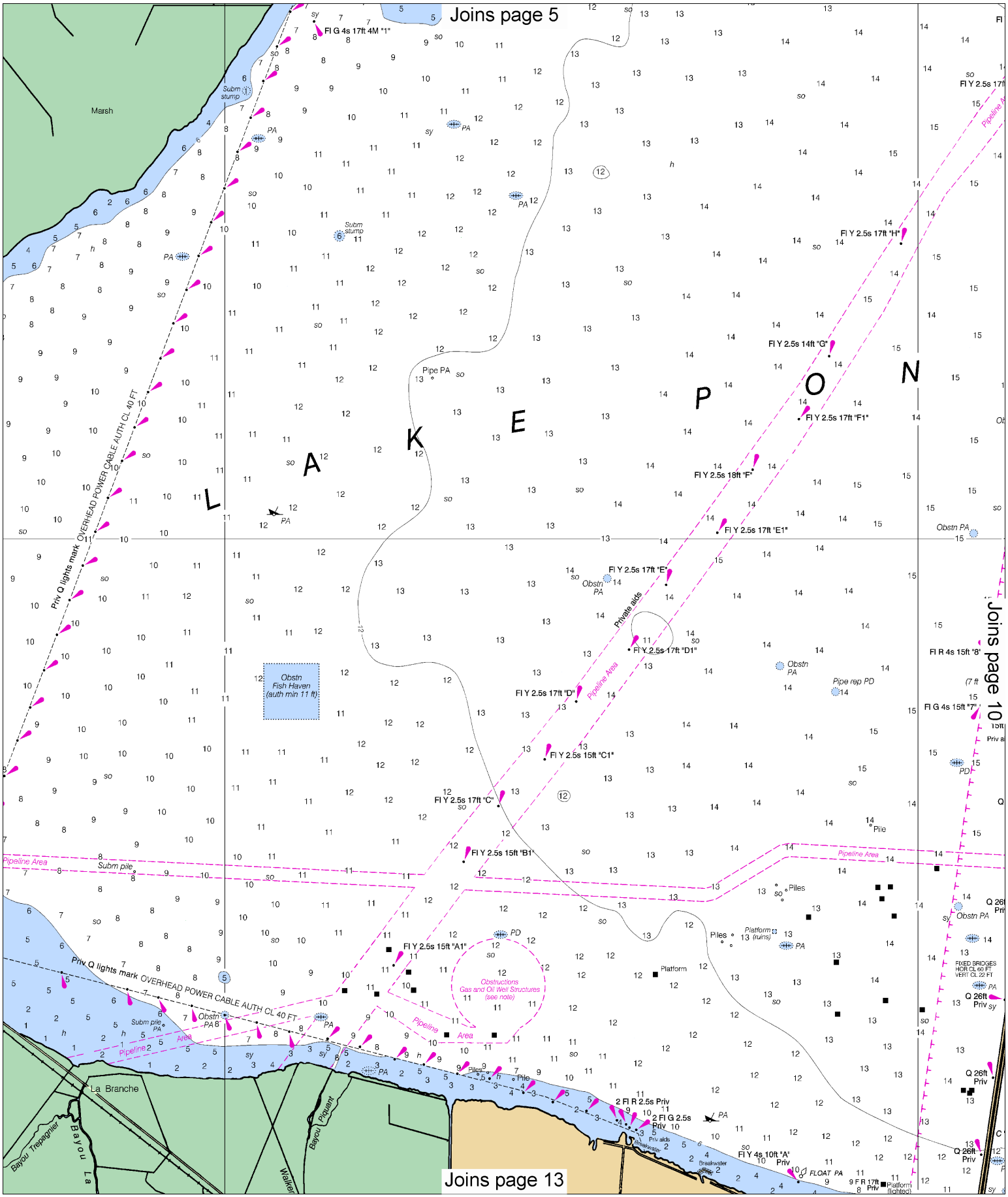
Note: Chart grid lines are aligned with true north.

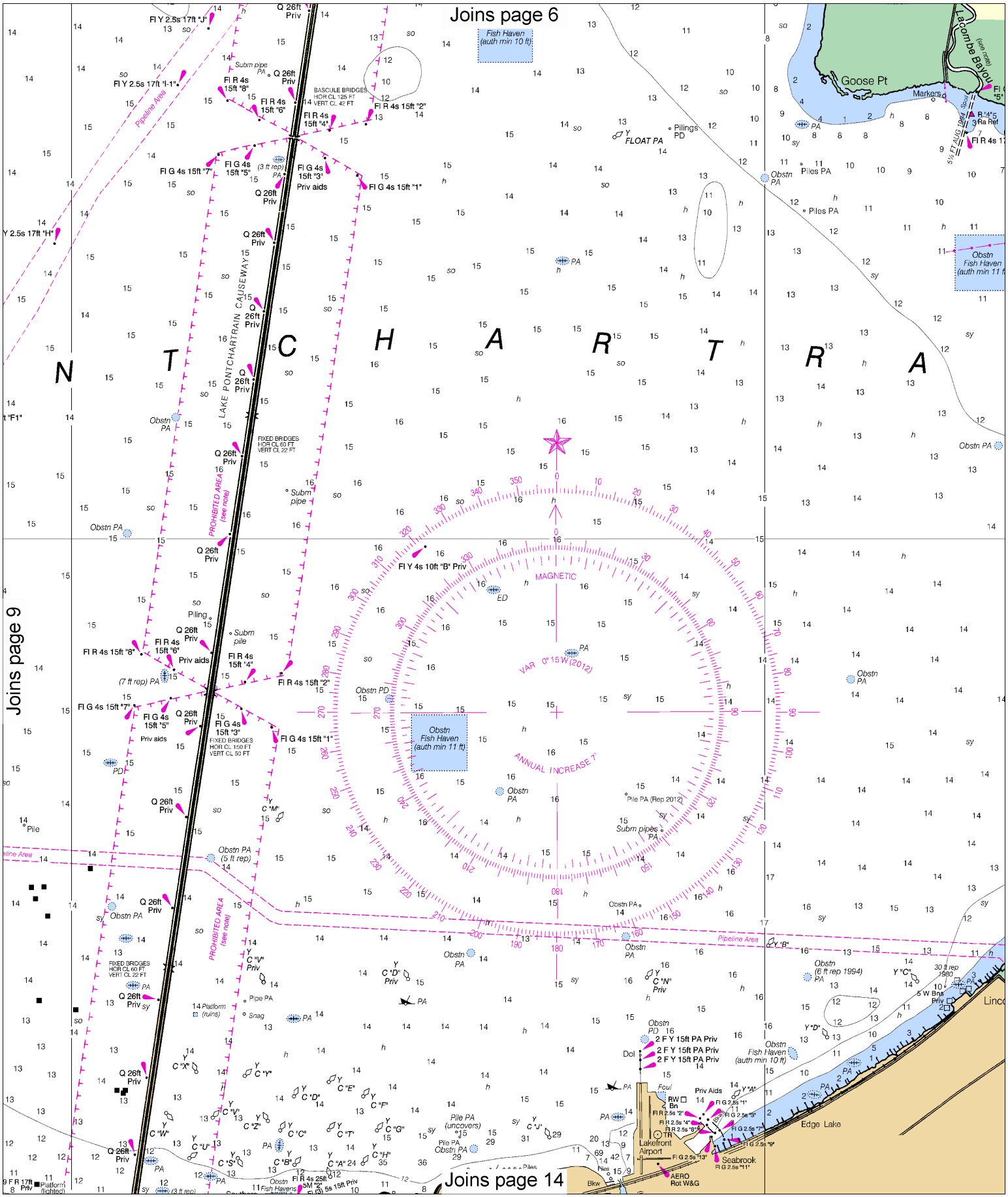
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 5
Joins page 10
Joins page 13
LAKE PON
Marsh
Subm stump
PA
Pipe PA
Fl G 4s 17ft 4M "1"
Fl Y 2.5s 17ft "H"
Fl Y 2.5s 14ft "G"
Fl Y 2.5s 17ft "F1"
Fl Y 2.5s 18ft "F"
Fl Y 2.5s 17ft "E1"
Fl Y 2.5s 17ft "E"
Fl Y 2.5s 17ft "D1"
Fl Y 2.5s 17ft "D"
Fl Y 2.5s 15ft "C1"
Fl Y 2.5s 17ft "C"
Fl Y 2.5s 15ft "B1"
Fl Y 2.5s 15ft "A1"
Priv Q lights mark OVERHEAD POWER CABLE AUTH CL 40 FT
Obstn
Fish Haven
(auth min 11 ft)
Private aids
Pipeline Area
Subm pile
Obstn PA
Pipe rep PD
Fl R 4s 15ft "8"
Fl G 4s 15ft "7"
Obstructions
Gas and Oil Well Structures
(see note)
Platform
Piles
Pile
PD
2 Fl R 2.5s Priv
2 Fl G 2.5s Priv
Fl Y 4s 10ft "A" Priv
FLOAT PA
9 F R 17ft Priv
Platform (lighted)
Breakwater
Priv aids
La Branche
Bayou Trepagnier
Bayou La
Bayou Piquant
Walker
FIXED BRIDGES
HOR CL 60 FT
VERT CL 22 FT
Q 26ft Priv
Obstn PA



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

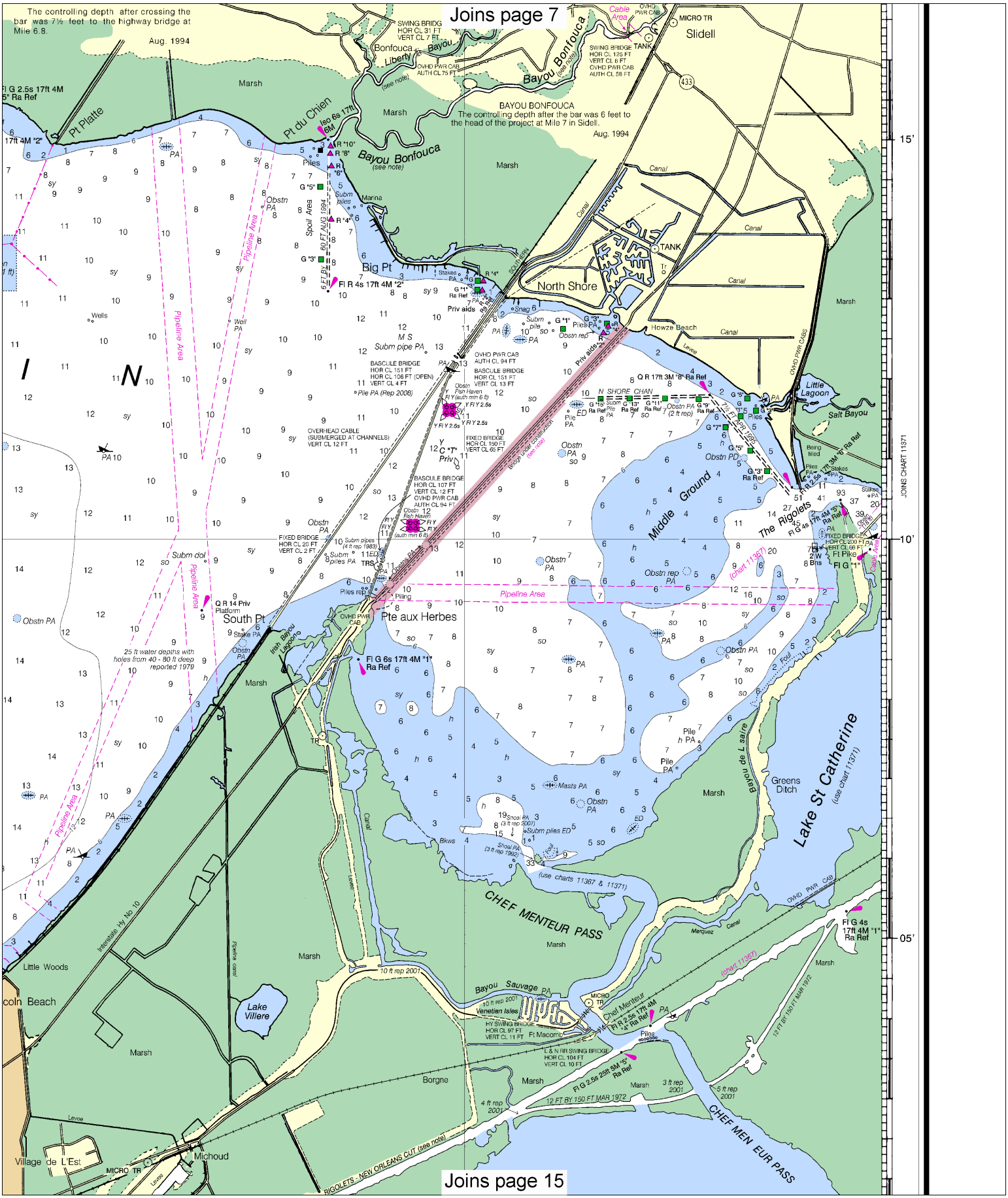
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 7
The controlling depth after crossing the bar was 7½ feet to the highway bridge at Mile 6.8.
Aug. 1994
Fl G 2.5s 17ft 4M "5" Ra Ref
Pt Platte
17ft 4M "2"
Marsh
Pt du Chien
Iso 6s 17ft 6M
Bayou Bonfouca
(see note)
SWING BRIDG HOR CL 31 FT VERT CL 7 FT
Bonfouca
Liberty
Bayou
OVHD PWR CAB AUTH CL 75 FT
Cable Area
OVHD PWR CAB
MICRO TR
Slidell
TANK
SWING BRIDGE HOR CL 125 FT VERT CL 6 FT OVHD PWR CAB AUTH CL 58 FT
433
BAYOU BONFOUCA
The controlling depth after the bar was 6 feet to the head of the project at Mile 7 in Sidell.
Aug. 1994
Marsh
Canal
Spoil Area 1994 60 FT AUG
Obstn
Marina
Subm piles
Big Pt
Fl R 4s 17ft 4M "2"
Stakes PA
Ra Ref
Priv aids
Snag
North Shore
TANK
Howze Beach
Levee
OVHD PWR CABS
Little Lagoon
Salt Bayou
Wells
Well PA
Pipeline Area
Subm pipe PA
M S
BASCULE BRIDGE HOR CL 151 FT HOR CL 106 FT (OPEN) VERT CL 4 FT
Pile PA (Rep 2008)
OVHD PWR CAB AUTH CL 94 FT
BASCULE BRIDGE HOR CL 151 FT VERT CL 13 FT
N SHORE CHAN
Q R 17ft 3M "8" Ra Ref
OVERHEAD CABLE (SUBMERGED AT CHANNELS) VERT CL 12 FT
FIXED BRIDGE HOR CL 150 FT VERT CL 65 FT
Bridge under construction (see note)
Priv
BASCULE BRIDGE HOR CL 107 FT VERT CL 12 FT OVHD PWR CAB AUTH CL 94 FT
Obstn Fish Haven
Fl Y 2.5s
(auth min 6 ft)
Middle Ground
The Rigolets
Obstn PD
Being filled
Stakes PA
Fl G 4s 17ft 4M "5" Ra Ref
FIXED BRIDGE HOR CL 200 FT VERT CL 66 FT
Ft Pike
Fl G "1"
(chart 11367)
Subm dol
Q R 14 Priv Platform
South Pt
Pte aux Herbes
Obstn PA
25 ft water depths with holes from 40 - 80 ft deep reported 1979
Irish Bayou Lagoons
Fl G 6s 17ft 4M "1" Ra Ref
Pipeline Area
Obstn rep PA
Lake St Catherine
(use chart 11371)
Greens Ditch
Bayou de Jaire
Masts PA
Pile h PA
Shoal PA (3 ft rep 2001)
Subm piles ED
Bkws
Foul
(use charts 11367 & 11371)
CHEF MENTEUR PASS
Interstate Hy No 10
Little Woods
Lake Villere
10 ft rep 2001
Bayou Sauvage PA
Venetian Isles
HY SWING BRIDGE HOR CL 97 FT VERT CL 11 FT
Ft Macomb
Chef Menteur
Fl R 2.5s 17ft 4M "4" Ra Ref
L & N RR SWING BRIDGE HOR CL 104 FT VERT CL 10 FT
Fl G 2.5s 25ft 5M "5" Ra Ref
Borgne
4 ft rep 2001
12 FT BY 150 FT MAR 1972
3 ft rep 2001
5 ft rep 2001
CHEF MEN EUR PASS
Fl G 4s 17ft 4M "1" Ra Ref
Marquez Canal
(chart 11367)
Village de L'Est
Michoud
MICRO TR
RIGOLETS - NEW ORLEANS CUT (see note)
Joins page 15
15'
10'
05'
JOINS CHART 11371

Joins page 8

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CONTINUED ON CHART 11370

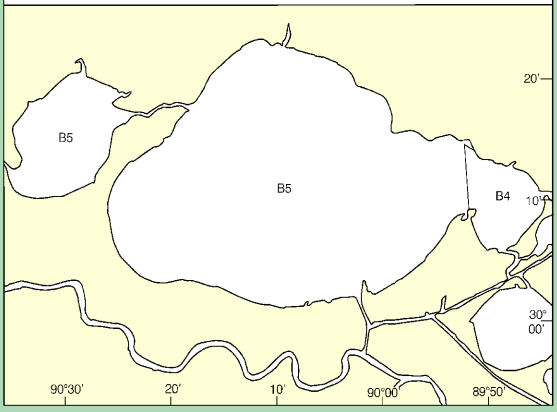
Ramp
Platform
Frenier
Marsh
Air Line Highway
L & A
Terre Haute
Lions
Reserve
Laplace
Canal
Edgard
Bonnet Carre Pt
Bonnet Carre Floodway
Levee
Montz
TR
Killona
OVHD PWR CABS
Sellers
Norco
Good Hope
Hahnville
MISSISSIPPI
Marsh

05'
30°
55'
35'
90°30'
25'

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

Refer to charted regulation section numbers.

SCALE 1:80,000

Nautical Miles: 1 ½ 0 1 2 3 4

Statute Miles: 1 ½ 0 1 2 3 4 5

Yards: 1000 0 2000 4000 6000 8000

Meters: 1000 0 2000 4000 6000 80

48th Ed., Jun./12 ■ Corrected through NM Jun. 30/12
Corrected through LNM Jun. 19/12

11369

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

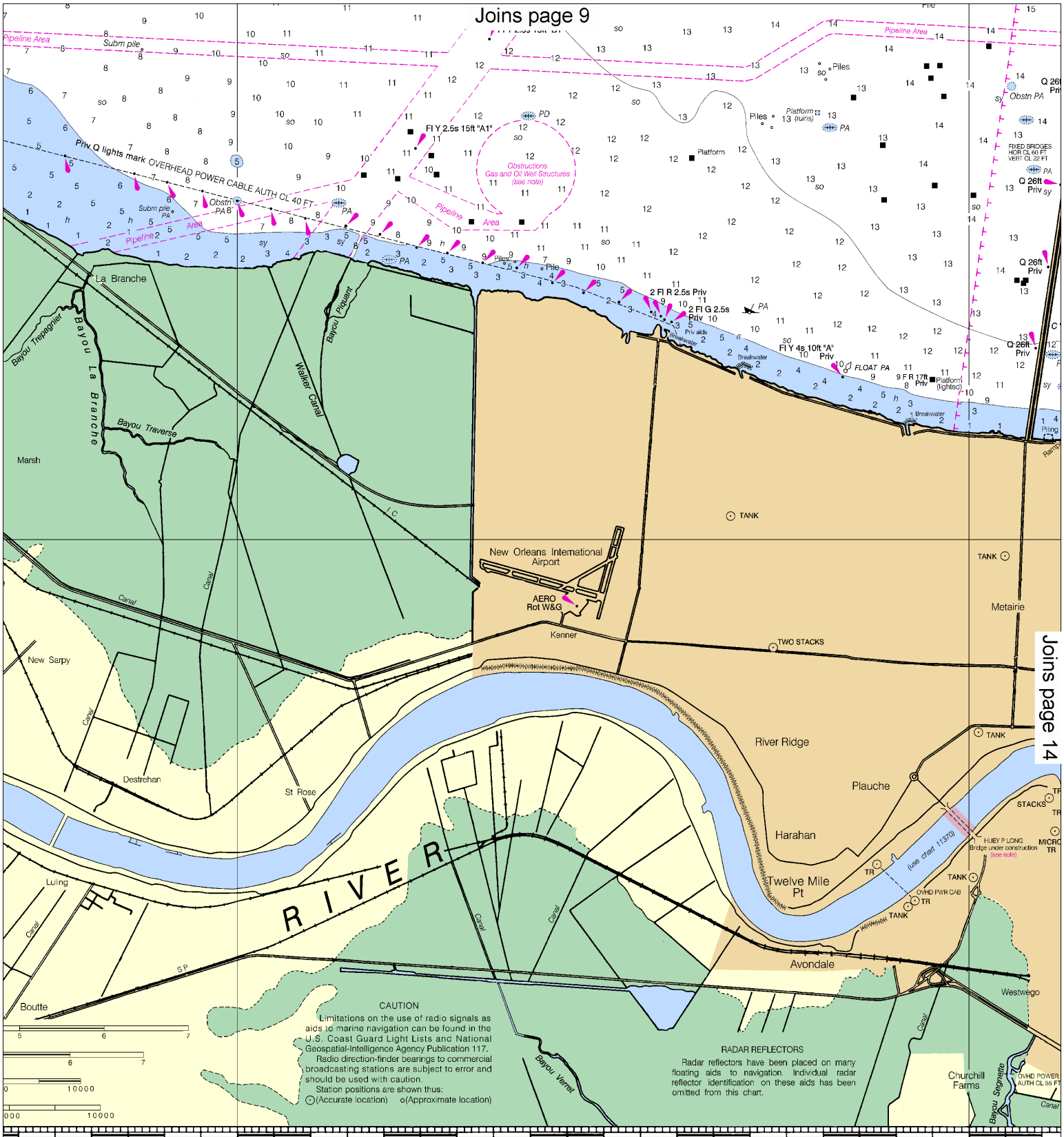
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.

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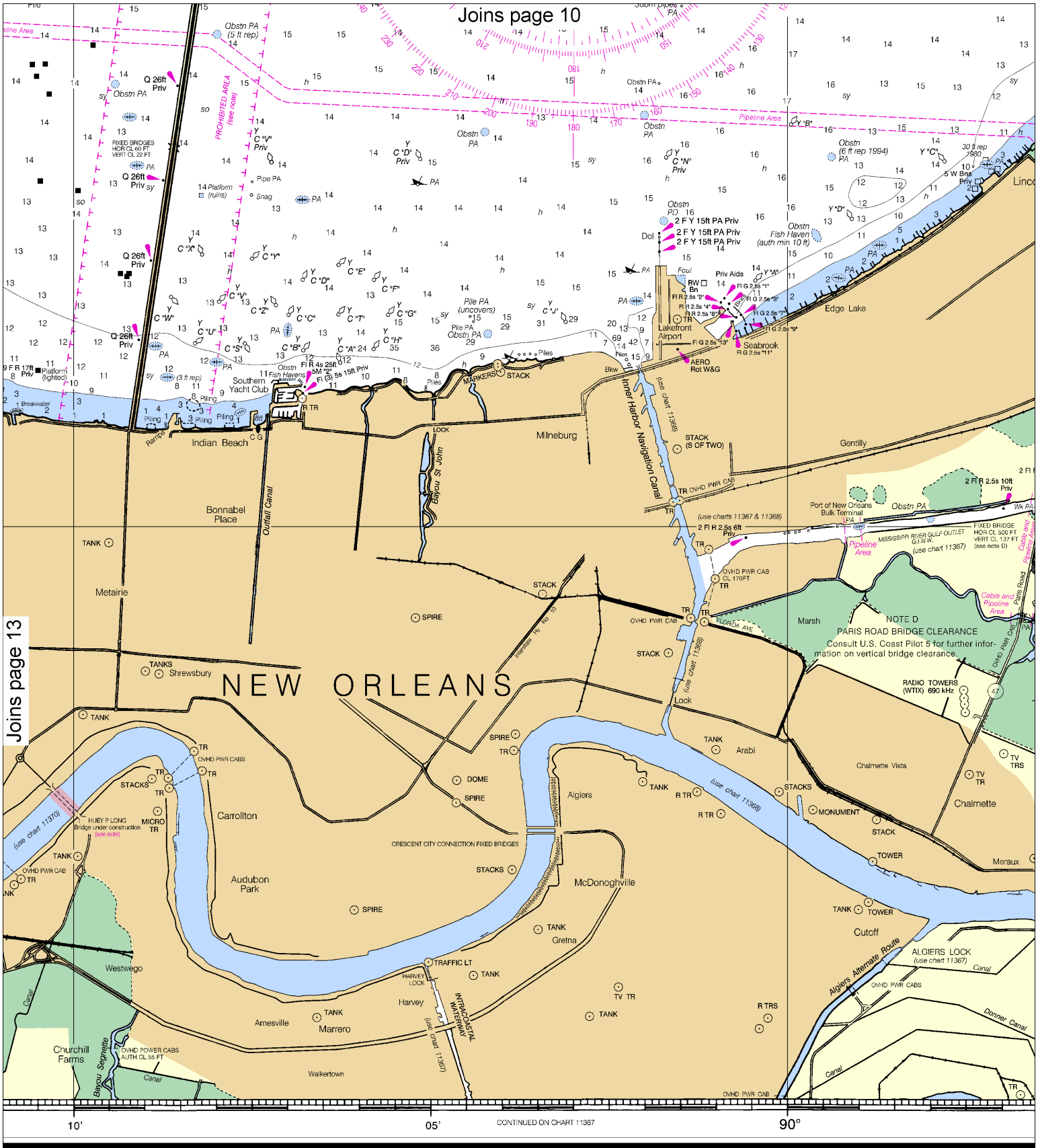

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OCEANIC AND ATMOSPHERIC ADMINISTRATION
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COAST SURVEY

SOUNDINGS IN FEET

FATHOMS	1	2	3	4	5	6	
FEET	6	12	18	24	30	36	
METERS	1	2	3	4	5	6	7	8	9	10	11	12

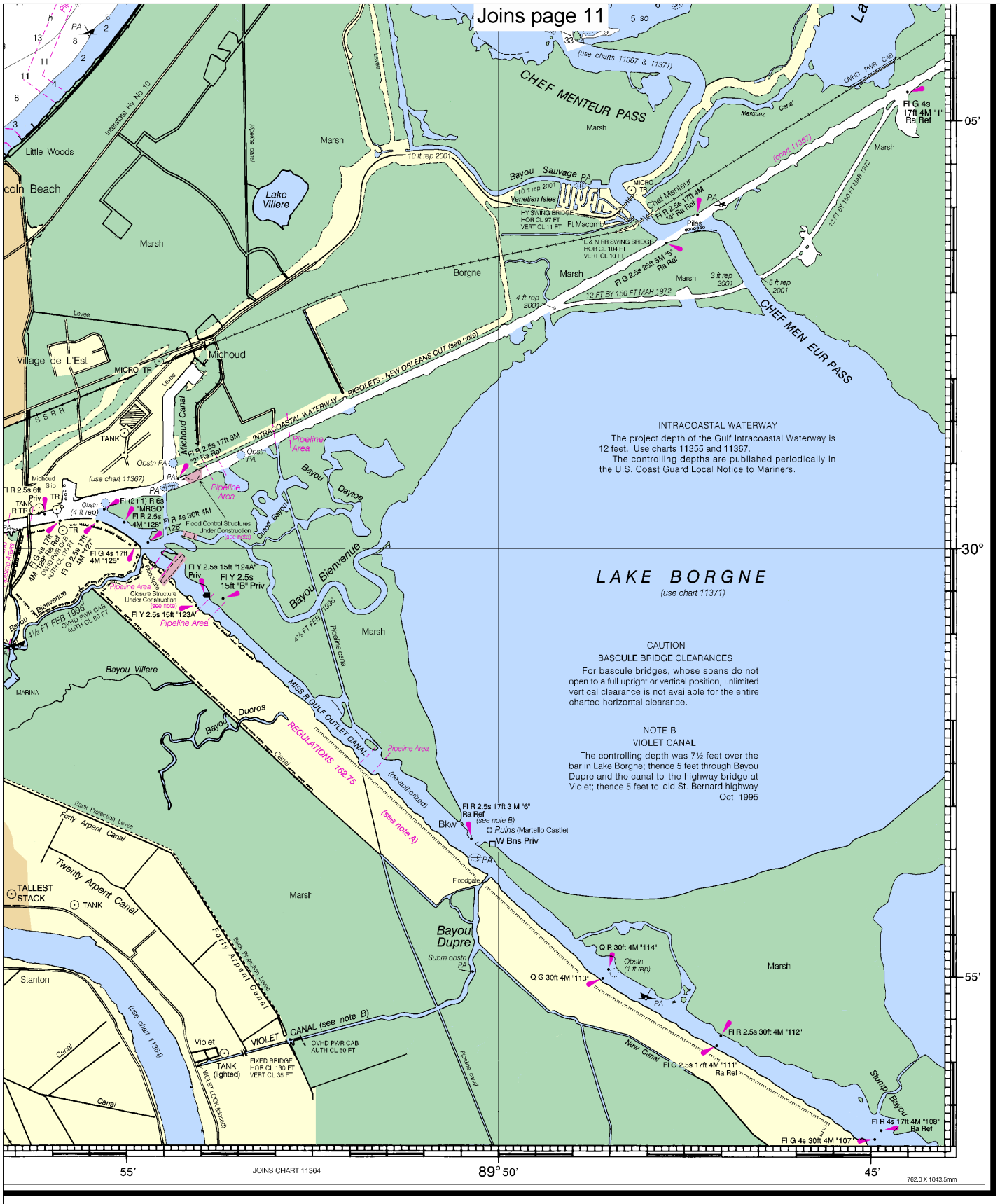
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



Lakes Pontchartrain and Maurepas

SOUNDINGS IN FEET - SCALE 1:80,000

11369

ED. NO. 48
NSN 7642014010214 NGA REFERENCE NO. 11XCO11369

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
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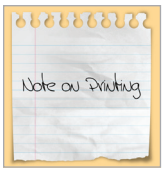

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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